



# Aviation Investigation Final Report

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<b>Location:</b>	MANHATTAN, Kansas	<b>Accident Number:</b>	CHI01LA012
<b>Date &amp; Time:</b>	October 14, 2000, 13:02 Local	<b>Registration:</b>	N6107P
<b>Aircraft:</b>	Piper PA-24-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

The airplane was destroyed on impact with trees and terrain during initial climb after takeoff from a private airstrip. The runway is oriented in a predominantly north/south direction, and is about 1600 feet in length. The takeoff was executed to the north. The ferry flight was being conducted for the purpose of relocating the aircraft so that maintenance could be performed. A postaccident examination of the accident scene revealed no anomalies that could be associated with a preexisting condition with respect to the aircraft. The grass strip runway was found to have 3-4 inch long grass. The length of the runway was found to be about 0.3 miles long by driving its length with an automobile. A videotape of the accident flight shows that during the takeoff roll the aircraft tail was drug along the runway twice. After initially becoming airborne, the aircraft settled back onto the runway before becoming airborne again. The airplane started an increasingly steep bank to the right before contacting the trees at the departure end of the runway. In a written statement, the pilot said, "We took off down runway-900-ft-hit ruts airplane bounced into air-held nose down to build airspeed-ro[t]ated to late hit trees." In his written report, the pilot listed no mechanical malfunction. In the report, the pilot listed his flight experience in this make and model of aircraft as "None".

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the inadequate soft field takeoff procedure by the pilot and his failure to abort the takeoff. Factors were the high grass on the runway, the pilots disregard for the runway conditions, his lack of total experience in the aircraft, the trees, and the pilots failure to maintain clearance from the trees.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - DISREGARDED - PILOT IN COMMAND
5. (C) SOFT FIELD TAKEOFF/PROCEDURE - INADEQUATE - PILOT IN COMMAND
6. (F) OBJECT - TREE(S)
7. (F) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On October 14, 2000, at 1302 central daylight time, a Piper PA-24-250, N6107P, piloted by a private pilot, was destroyed on impact with trees and terrain during initial climb after takeoff from a private airstrip near Manhattan, Kansas. The runway is oriented in a predominantly north/south direction, and is about 1600 feet in length. The takeoff was executed to the north. The 14 CFR Part 91 ferry flight was operating in visual meteorological conditions and was not on a flight plan. The flight was being conducted for the purpose of relocating the aircraft so that maintenance could be performed. The pilot was seriously injured and the one passenger received minor injuries. The flight was originating at the time of the accident and was en route to the Phillip Billard Municipal Airport, Topeka, Kansas.

The Federal Aviation Administration (FAA) conducted a postaccident examination of the accident scene. No anomalies that could be associated with a preexisting condition were found with respect to the aircraft. The grass strip runway was found to have 3-4 inch long grass. The length of the runway was found to be about 0.3 miles long by driving its length with an automobile.

The FAA secured a videotape of the accident flight. The videotape shows that during the takeoff roll the aircraft tail was drug along the runway twice. After initially becoming airborne, the aircraft settled back onto the runway before becoming airborne again. The airplane started an increasingly steep bank to the right before contacting the trees at the departure end of the runway.

In a written statement, the pilot said, "We took off down runway-900-ft-hit ruts airplane bounced into air-held nose down to build airspeed-ro[t]ated to late hit trees." In his written report, the pilot listed no mechanical malfunction. In the report, the pilot listed his flight experience in this make and model of aircraft as "None".

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 18, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1295 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6107P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1827
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	0 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	JOHN G. POOLE	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MHK ,1056 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	12:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 3200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	72°C / 61°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(PVT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TOPEKA , KS (TOP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:02 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PRIVATE NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1600 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	39.190792,-96.590301(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	EARLINE BILES; WICHITA , KS
<b>Original Publish Date:</b>	October 23, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=51083">https://data.nts.gov/Docket?ProjectID=51083</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).